



Fishing Bay Yacht Club

The Log



Deltaville, Virginia

www.fbyc.net

FROM THE QUARTERDECK

DECEMBER 2009



It is an honor and pleasure to serve as your Commodore for the upcoming year and to continue the traditions of FBYC especially as FBYC has always been a mainstay of my life. What binds us all together is our love of sea, sailing and comradeship with others of similar views despite being a very diverse group otherwise. One of the key strengths is that many of us have passed the passion for the sea and sailing down from one generation to another. Nowhere is this more evident than in our outstanding group on now nationally competitive Junior sailors. This active group includes third generation sailors Mary Catherine and Ben Buhl, Graeme and Madeleine Alderman, whose grandfather is former commodore Frank Hargrove, and second generation Powers, Swensons and Jacobs. We have other second and third generation sailors that were not overly active as Juniors but came to love sailing at a later day and you find them active in Cruising, Off-shore and One Design sailing. This tradition of generations of sailors along with welcoming new members into our family has kept FBYC strong and growing over the years. We have a unique culture compared to other clubs in that our members and volunteerism drive the club so we don't have to rely on a large paid staff and thus can accomplish much while keeping our cost affordable. I constantly receive praises from guest who are overwhelmed by our outstanding facilities and perfect location and can't believe we rely

primarily on our members to run and maintain the facility.

Nowhere was this more evident that in the members' response to our recent storm named Ida. To many located inland it was not much of an event but down on the water it was of major concern on par with "the big ones". The storm sat over the Bay for about 3 days with constant 30-35 knot Northeast winds and gust to 48 knots at the FBYC Jackson Creek pier observed by Ted Bennett who rode out the storm on his Pharos. Due to its slow moving nature the area experienced 6 high tides over the three days. These tides were about a foot lower than Isabel but all of our docks were submerged several times to a depth from knee to waist deep. Great thanks to Ted Bennett, Mike Dale, David Hinkle, Alexis Alvis, Doug Anderson, Ted Stedman, Waddy Garrett, Doug Selden along with Dixon Cole all who waded on to the pier for three days adjusting and replacing broken lines.

At the peak of the storm when we had several boats with broken lines member Keith Ruse arrived and summoned his Deltaville Boat Yard crew of Matt Hollaway, Clifton Massey and Jim Ferguson who arrived via boat and were essential in rigging new lines on outboard pilings. It is great to have neighbors who provide a helping hand in time of need and we do thank them for their help. The most troubling aspect of the storm was the number of lines that parted which put some of our members at peril as they climbed upon the boats to rig up new lines and the damage caused to neighboring boats. I am asking all members in the slips to inspect their lines and replace any that are marginal as the

loads on a line with 30-35 knots and 4 foot tide increases exponentially and a marginal line will surely fail. I have asked our incoming Dock's Chair next spring to remind any owner who has marginal lines that they need to replace them. The old adage of the sea that a Captain is responsible for his vessel is never truer than the need to secure his vessel so that it is not damaged by sea conditions and does not damage others when he is ashore. Another troubling aspect of the storm was the number of lines that came loose due to improper or loosely tied knots. While a single half-hitch or bowline may be fine for an overnight stay permanent moorings knots should be more secure so please add a half-hitch or two to a bowline or a second turn on any cleats so that if one hitch or turn should come lose the line will still hold. It may take a little longer to tie and untie but your vessel will be more secure during unexpected storms or high tides.

It is ironic that my first masthead was dealing with a storm as one of my first experiences at FBYC was inspecting the storm damage of Hazel with my father. Back then we did not have the big boat slips on Jackson Creek but kept the cruising boats on moorings off the Club in Fishing Bay. That storm deposited several on the beach in Fishing Bay and my father lead the effort to have them refloated.



FBYC BOARD HIGHLIGHTS December 2009


Noel Clinard
Commodore



Mayo Tabb
Vice Commodore



David Hinckle
Rear Commodore



Chip Hall
Treasurer



George Burke
Secretary



Ted Bennett
Log Streamer

Meeting called to order at 6:05 p.m. by Commodore Noel Clinard.

REAR COMMODORE –

DAVID S. HINCKLE

TREASURER – (report by Mason Chapman) – Mason Chapman, Finance Chair, presented the Operating Budget for 2010 on behalf of the Finance Committee. He advised that initiation and dues would not be increased in 2010 but slip, dry sail, small boat parking, rack and barn locker fees would be increased approximately 5%. He compared the Operating Budget for 2009 with the proposed Operating Budget for 2010. Mason explained that while the committee discussed capital expenditures, those are not included in the Operating Budget because they are voted on by the Board as they arise. He reported that we are on target to pay off our Note for the purchase of the new property in seven years. We are now in year five of the 7-year debt retirement plan. Upon motion duly made and seconded, the Operating Budget for 2010 was approved as presented.

DOCKS – The bulkhead project is underway.

GROUNDS – Fall Clean-Up Day is November 21.

LONG RANGE – Lud Kimbrough advised that the Fall meeting of the Community Advisory Board was postponed by agreement with the CAB and a meeting should take place early next year.

WEB – Strother discussed three specific web site issues. New Board members have been given “Board” level permission on the web site and were asked to check out Chair Reports and Board Minutes on the site and to become familiar with and to use the Mailing Lists Capability. Strother moved for a

club policy requiring the Executive Secretary to post notices that have been sent by email to the web site; motion seconded and passed. Jon Deutsch has made creative changes to FBYC’s overall web presence using Social Networks through Twitter and Facebook. When content is added to the web site, those people who get automatic updates on Twitter and Facebook immediately get a text message about the notice that has been posted. Jon Deutsch volunteered to create a separate web site for the 2010 Optimist Nationals and it is found at <http://optinationals2010.org>. A separate web site is needed because USODA will be doing the registration on its site, but its site does not offer the marketing and sales dexterity we need for the event.

VICE COMMODORE – C.

MAYO TABB, JR.

OFFSHORE DIVISION – Alex Alvis reported on the status of the J-105 Offshore One Design Fleet and the J-24 Legacy Fleet at the end of the racing season. Based on the criteria set forth in the Establishment and Maintenance of One-Design Fleets, he advised that the J-105 fleet had met the requirements to retain Active Fleet status. Upon motion duly made and seconded, the Board removed the J-24 fleet from Legacy Fleet status because the fleet had made no progress in regaining Active Fleet status and did not have the required number of boats participating in offshore races. J-24s can sail in PHRF-C. Efforts are being made to generate more interest in non-spin racing.

ONE DESIGN DIVISION

– Matt Braun advised that to maintain One Design Active Fleet status, a fleet must have at least

six boats enrolled, belong to a National Class Association with Class Rules, meet the participation standards and have a Fleet Captain who regularly communicates with fleet members to promote fleet activities and racing. The One Design Division has four Active Fleets (Flying Scot, Front Runner, Laser and Optimist) and one Legacy Fleet (Mobjack). All fleets met the enrollment and Class Association standards; however, the Mobjack fleet did not meet the participation standard. After motion duly made and seconded, the Board moved to allow the Mobjack fleet to retain Legacy Fleet status for another year. Matt suggested that the Optimist fleet be moved to a Junior category separate from the other One Design fleets because most of the racing of the Optimist Race Team is done at sites other than FBYC. Jay Buhl and other members of the Junior Division will form a committee to articulate the standards by which the Optimists can maintain fleet status.

CRUISING DIVISION – Ed O’Connor reported that the last cruise of the season was the Wilton Creek Cruise hosted by George and Lyons Burke. Approximately 29 people attended the social.

JUNIOR DIVISION – Noel Clinard reported that he and Jay Buhl successfully negotiated a contract with the USODA after FBYC was notified that the club’s proposal to host the 2010 USODA Nationals was accepted. Noel explained that this is a community-based project and most events will take place in locations away from the club property, particularly at Deltaville Maritime Museum and Deltaville Marina and Boatyard. Upon motion duly made and seconded, the Board approved the

FBYC BOARD HIGHLIGHTS (continued)

contract, which Noel will sign and return to USODA.

PROTEST – Brooks Zerkel has discussed a possible 2-day judges' workshop with U.S. Sailing that would be held next Spring.

TROPHIES – John Hubbard will put together a committee to review the wording of the perpetual trophies with the intention of changing the conditions or recipients of some of the trophies and possibly retiring one or two of the trophies that are no longer being awarded.

NEW BUSINESS – George Burke advised that there has never been any formal method of determining if a member should be nominated for Life Membership. For the past two years, George and his Membership Committee have reviewed the Ancient Mariner list in October and this year decided not to make a nomination. The review is to take place in September next year. Life Membership nominations can also come from club members.

Mayo Tabb advised that Bylaws changes were needed because of an imbalance between the duties of the House and Grounds Chairs. House Chair duties should cover the three main structures on the property. All other duties pertaining to the barn, lockers, water system, etc. should belong to the Grounds Chair. Oversight of the junior shed was added to the Junior Division Commander's duties. The following Bylaws Changes were approved by the Board by motion duly made and seconded.

**RESOLUTION CHANGING
SECTION 1 OF THE BYLAWS,
DUTIES OF OFFICERS AND
COMMITTEES, PERTAINING TO
JUNIOR DIVISION COMMANDER,
HOUSE CHAIRMAN AND
GROUNDS CHAIRMAN
November 12, 2009**

FINDINGS AND RATIONALE

The purpose of the Resolution is to further define the duties of the Junior Division Commander, the House Chairman and the Grounds Chairman and to transfer the responsibility of the Club lockers from the House Chairman to the Grounds Chairman.

CODE: Underlined-language that is being added ~~Strikethrough-language that is being deleted~~

RESOLUTION RESOLVED, that the Bylaws be amended so that the Duties of the Junior Division Commander, the House Chairman and the Grounds Chairman read as follows:

JUNIOR DIVISION COMMANDER:

The Junior Division Commander shall be named by the membership at the annual meeting from among the trustees elected by the membership at the meeting. He shall appoint such additional committee members as he deems proper to ensure a vigorous and attractive junior program. He shall have the responsibility to organize, direct and promote an active program for the benefit of the junior members. This program shall be oriented to offer to the junior members sound basic instruction in sailing, stressing water safety, and to encourage at all times an enthusiastic participation in the sport of sailing. The Junior Division Commander shall also be responsible for instructor certification programs, sailing instructional curriculum, and supervision of the coaching staff, the junior shed and the junior powerboats when away from the Club.

HOUSE CHAIRMAN: The House Chairman shall be named by the membership at the annual meeting from among the trustees elected by the membership at the meeting. He shall be responsible for the maintenance and operation of the main clubhouse, all other Club buildings, all lockers, Fannie's House, the bath house, the fresh water supply system and the sanitary waste disposal system piping contained within those facilities. He shall recommend

to the Board any rules changes and substantial repairs or improvements to these facilities that he deems advisable and he shall enforce the rules applicable to the use of the facilities. He shall submit, before the annual meeting, an annual report to the Board concerning the physical condition of the facilities. ~~He shall make, revise and enforce rules applicable to use of the facilities.~~ He shall be responsible for provisions and supplies at in the clubhouses. He shall maintain a guest registry book at the clubhouse. He may appoint additional committee members as he sees fit. He shall be responsible for security in and on all Club property including the Club's telephone and Internet services. He shall engage other people, not necessarily members, to enforce security.

GROUNDS CHAIRMAN: The Grounds Chairman shall be named by the membership at the annual meeting from among the trustees elected by the membership at the meeting. He shall be responsible for the upkeep and operation of the Club grounds including the and for pool maintenance pool, pool house, barn, outside lockers, boat ramps, boat racks, outside utilities and water purification and sewer systems. He shall recommend to the Board any rules changes and any substantial projects to maintain, repair or improve the Club grounds ~~or pool and facilities~~ that he deems advisable and he shall enforce the rules concerning the Club grounds and facilities. He shall submit, before the annual meeting, an annual report to the Board concerning the physical condition of the Club grounds ~~and pool facilities.~~ ~~He shall make, revise and enforce such rules concerning the Club grounds and use of the pool as he deems advisable.~~

There being no additional business, the meeting was adjourned at 7:20 p.m.

Membership

MEMBERSHIP PLACED ON HOLD: Mr. D. Harrison Scruggs

DEATH: Mr. Dabney Overton, III

In Memoriam

DABNEY OVERTON III

7/30/63 – 11/9/09



Dabney Overton III, age 46, died on November 9, 2009, in Richmond, VA. He is survived by his sister Hannah Overton of Tappahannock; a half-sister Mallory Overton McKendry of Jacksonville, FL; and his father Dabney Overton Jr. of Harrisonburg. Dabney was a graduate of Aylett Country Day School and St. Christopher's School. He graduated from Washington & Lee University in 1986.

Dabney became a member of FBYC in 1999 after he and Matt Braun bought a Front Runner, which they campaigned together for two years. By the time he joined FBYC, however, Dabney had spent many years sailing and racing with FBYC skippers. He logged many Bay and sea miles with Murray Bayliss on Hornblower, and he crewed for Brent Halsey on Sweet Witch in the early 1990's and on Stormking from the late 1990's until she retired from the racecourse. Dabney has been a mainstay of the crew on Allan Heyward's La Maga every season since she arrived at FBYC in 2001. He found time, when his "regular rides" weren't racing, to sail and race on Paradox, Wavelength, Elancer, Oracle, Dawn Treader (old and new), and mehitabel. His most unusual "moonlighting" in FBYC racing events was his stint as a racing oarsman on Explorer, the Deltaville Maritime Museum's replica of John Smith's shallop in the Great Chesapeake Shallop Race, a/k/a the 2007 "Rendezvous of the John Smith Shallops". Dabney became the owner of Liquid, an Ericson 27, in 2005.

After joining FBYC, Dabney served as Offshore Division Race Chair in 2003 and was a regular volunteer on Race Committees. He was awarded the Allen B. Fine perpetual trophy in 2001, given annually to the outstanding crewman on a FBYC boat.

Allan Heyward described Dabney this way: "Dabney was a joy to sail with. He was focused and competitive on the race course and gave everything he had every time he went out. But even racing, he never lost sight of the fact that he sailed for fun. He truly loved being on a sailboat and the camaraderie of shipmates, and it showed. Although an accomplished all-around sailor, he preferred the foredeck. He was a patient teacher of aspiring bowmen (and women) and an equally good student, always willing to learn new ways of doing things. He was a gentle man and a great shipmate. He will be missed by everyone who had the good fortune to sail with him." These same thoughts were echoed by Matt Braun, Brent Halsey and others who were fortunate enough to know and sail with Dabney.

A Memorial Service for Dabney was held at St. Paul's Church in Millers Tavern, VA on November 22, 2009. Memorial donations may be made in Dabney's memory to Aylett Country Day School, P.O. Box 70, Millers Tavern, VA 12115; St. Christopher's School, 711 St. Christopher's Road, Richmond, VA 23226; or the Chesapeake Bay Foundation, 1108 East Main Street, Suite 1600, Richmond, VA 23219.

REQUIESCAT IN PACE



FBYC JUNIOR SAILING PROGRAM

FBYC OPTI RACERS “HOWL” AT HALLOWEEN HOWL

FBYC Opti Race Team Members Alexander Hanna, Jeremy Herrin and Will

Whitmore tricked and treated their way through two days of racing at the 5th Annual Annapolis Yacht Club Halloween Howl Opti Regatta. More than 40 sailors showed up to sail the two-day regatta that featured a wide range of conditions, from heavy winds and intermittent rain on Saturday, to lighter breezes and clearing skies on Sunday. By the end of the first day, Hanna was in fourth and Herrin was in tenth place. After the competitors put away their boats, they were treated to chili, hot chocolate and Michael Jackson's Thriller in a clubhouse transformed to a haunted house that evening.

Conditions on Sunday were a bit calmer with lighter winds and partly sunny skies. Hanna and Herrin, determined to improve their positions as well as have fun, set out sailing in their special "head gear." Herrin removed his due to visibility issues and possible seagull attacks. Hanna, however, kept his on for the day. All the boys sailed well and Whitmore got a bullet in the last race.

The three sailors finished in the top ten with Hanna winning the regatta after winning the tie-breaker. There was some speculation that Hanna may have had an unfair advantage since he was wearing a beanie with a prop on top and it spun all day! Herrin "iclucked" his way into an eighth overall and Whitmore finished tenth. Winners were presented with pumpkin themed trophies and all the sailors received dry bags containing treats.

Overall, a lot to howl about with great food, great racing and great fun!



L to R: Jeremy Herrin, Alexander Hanna waiting for coaches meeting



Alexander Hanna with his first place trophies

2009 PERPETUAL TROPHY WINNERS



Henry E. Hutcheson, Jr. Memorial Trophy - awarded to the Optimist skipper with the highest standing in Sanctioned Regattas and intra-club races – **Graeme Alderman**



Up and Coming Trophy - awarded to a young sailor who has shown great promise on and around the racecourse – **Jeremy Herrin**



Roberts Bowl - awarded to the Junior sailor who has shown the most interest in sailing as evidenced by enthusiasm, improvement in sailing techniques, awareness of the rules of water safety, and cooperation with the members of the Junior Activities program – **Benjamin Buhl**



Becca Boat Trophy – awarded to the FBYC junior who most exemplifies Becca's devotion to FBYC (Rebecca Clary Harris, a former FBYC junior) – **Mary Catherine Buhl**



Young Salt Trophy - awarded to the Junior FBYC Optimist sailor having the highest overall standing in Club Junior Regattas – **Erin Jacob**



Patrick A. Gibson Memorial Trophy - awarded to the one-design class showing the highest level of participation in Club events during the sailing season – **Front Runner Class**, Fleet Captain **Matthew J. Braun**



L. Wood Bedell Trophy - awarded to the FBYC sailor under the age of 14 who is the highest finisher in FBYC races during the regular season – **Kendall Swenson**



Nott Memorial Trophy - awarded to the Flying Scot finishing the greatest number of FBYC sponsored Flying Scot events during the calendar year – **John A. Hubbard**



Competition Trophy - awarded to the skipper who has most successfully represented FBYC in sailboat racing events conducted by other yacht clubs during the past year – **Len Guenther, Jr.**



Hicks Trophy - awarded to the winner of FBYC's one-design long distance race – **William C. Spencer, II**



Commodore's Bowl - awarded on an alternating year basis to the outstanding skipper in Offshore and One-Design events for the year based on performance and participation – **Wayland W. Rennie**



Hubard Trophy - awarded to the outstanding woman sailor of FBYC – **Amy L. Miller**



Annual Race Committee Trophy - awarded to the FBYC member who has made the greatest contribution to race committee work – **L. Brooks Zerkel, Jr.**



Piankatank Trophy - awarded to the skipper who most exemplifies the principle that "all is not lost until the boat sinks" – **Eric R. Powers**



Performance Trophy - awarded to the FBYC yacht finishing the greatest number of Club-sponsored PHRF races – **Trilogy**



Matthew Fontaine Maury Bowl – FBYC's Highest Award: awarded for outstanding contributions to FBYC – **John M. Buhl, III**



Band of the Year – "Glory Daze" featuring FBYC's very own Ed'Oconnor & Michael Dale

2009 PERPETUAL TROPHY WINNERS (continued)

Baker Bowl - presented to the Mobjack skipper with the highest standing in Sanctioned Regattas and intra-Club races – **Not awarded in 2009**

Blanton Bowl - awarded to the Laser skipper with the highest standing in Sanctioned Regattas and intra-Club races – Jonathan M. Deutsch

Reid A. Dunn Trophy - awarded to the member of the **Junior** Program between the ages of 14 and 18 who has demonstrated outstanding sailing abilities by placing highest in FBYC races during the regular racing season – **Alex Jacob**

Offshore Division Championship Trophy - awarded to the skipper of the outstanding Offshore Division yacht having the best high point score in FBYC-sponsored events – **Allan M. Heyward, Jr.**

Windward Start Trophy - awarded to the PHRF-B yacht with the best score in the Fall Series – **La Maga**

Barber Trophy - awarded to the MORC and J-24 skippers who beat the most competitors during the regular racing season – **Not awarded in 2009**

Allen B. Fine Trophy - awarded to the outstanding crewman of a FBYC yacht – **Melissa Orndorff - No Go Tippy & Chilcoot**

Caroline Collins Trophy - awarded to the young lady having the highest standing in the FBYC Junior Regattas – **Madeleine Alderman**

Sportsmanship Trophy - awarded to the Offshore Division skipper who displays the best sportsmanship in the regular racing season – **J. Samuel Mitchener, III**

Fishing Bay Challenge Bowl (*Commodore designates each year*) – awarded to the FBYC J-105 skipper with the lowest point total under a formula set forth by the Commodore based on races during the Spring and Fall Series (excluding other Fleet 15 and non-FBYC J-105 boats) – **J. Bradley Davis**

Brenton S. Halsey, Jr. Memorial Trophy – awarded to the winner of the Stingray Point Regatta – **Paul T. Cross, III (FBYC)**

Junior Competition Trophy - awarded to the Junior skipper (or skippers) who has most successfully represented FBYC in sailboat racing events conducted by other yacht clubs or associations during the regular racing season – **Kyle Swenson**

Wayland W. Rennie Cruising Trophy - awarded to a FBYC member in recognition of outstanding contributions to the Cruising Division – **John G. Koedel, Jr.**

SOME HISTORY MISCELLANY AND GENERAL MEANDERINGS

by
Jere Dennison, Historian

Who was that masked man?

FBYC has hosted the Chesapeake Laser Masters Championship since 1981. It's fair to say that this event has consistently attracted some of the best Laser Masters sailors regionally, nationally, and sometimes internationally. Masters are defined as those over 35 years of age with ascending age categories of Apprentice, Master, Grand Master, and Great Grand Master, and many are competitive even with the younger sailors in the Laser class. The top tier of these older competitors are good, obscenely good in spite of their age.

This year, the weather was dreadful: rainy, windy, and cold. Only the most fearless and devoted masochists will venture on the race course in these capsizable conditions. Your Historian, an ancient Laser sailor himself, sought refuge (as it was) on the RC boat on Saturday to watch the fun. And he was not disappointed.

Twenty-five Lasers entered the fray, including four previous champions of this event, one of whom was a five-time winner. Tough competition anyway you look at it. But it was not long after the first two races were concluded before it became apparent that a new challenger was going to blow away the field. I pondered facetiously if the trophy had already been engraved with his name prior to the starting gun for the first race. At the end of the six-race series which allowed one throw-out, the poor guy was forced to throw-out a first place. Yes, six straight bullets. Or were they silver bullets?

I was impressed as an observer from the RC boat when I noticed that our mystery sailor was rounding the leeward mark in one race while some of the tail-enders of the fleet had not even rounded the windward mark, about three-quarters of a mile behind. Friends, this is a fleet of boats that are just about as one-design as you can get with almost imperceptible speed differences between hulls. Whoa...this guy is good.

I shan't keep it a secret any longer. The winner was none other than John Bertrand, the winner of two consecutive Laser world championships in 1976 and 1977. Later, he won the Finn world championship followed by a Silver Medal in the Finn class in the 1984 Olympics. All together he has won five world sailing championships from Lasers to 80-foot ocean racers. The image of Bertrand at our Chesapeake Lasers Masters Championship included in this article was captured by Jon Deutsch.

Now a professional sailor based in Annapolis, he has sailed in the America's Cup as Dennis Conner's tactician, managed high-profile winning offshore campaigns, and is President of Bertrand Racing. His *curriculum vita* goes a long way to explaining his prowess in our Chesapeake Masters Championship except that, until 2009, he had not grasped a Laser tiller in 30 years!



After whipping himself into shape, he inaugurated his latest Laser campaign at the Miami Olympic Classes Regatta in January where he finished a lamentable (for him) 10th place. This was followed by a 10th place finish at the

Laser Masters Worlds in Nova Scotia over Labor Day and recent convincing wins at FBYC and the Crab Claw Regatta at SSA. In an interview with hometownannapolis.com, he said “I’m really enjoying myself. It’s a great way to stay in shape. The Masters scene is tremendous, very competitive. I want to go back to the Miami OCR and redeem myself.”

One wonders if he is in the process of reinvigorating his Olympic aspirations for 2012. As a Master (and nearly a Grand Master), it’s counterintuitive, but he’s not saying. But why not? I wouldn’t want to bet against him.

A Tale of Two Old Boats, Two Veteran Skippers

During the Annual Meeting this year, I was delighted to observe Wayland Rennie and his loyal and capable crew of *Trilogy* accept a couple of well-deserved perpetual trophies. This caused me to reflect on the long and distinguished racing history of Wayland and his still gorgeous Irwin 38.

I remember, hopefully correctly, when a brand new *Trilogy* first turned heads at FBYC on Opening Day, 1968, over 40 years ago. She was immediately hailed as the ‘Queen of the Fleet.’ Wayland, now an octogenarian, has been a regular and consistent participant in FBYC racing events ever since. In fact, it’s considered peculiar when she does not turn up on the starting line. Sure, there have probably been FBYC skippers in the past who have experienced yacht racing for more years than Wayland. But I don’t believe that any would break Wayland’s record for continuity with the very same boat.

Trilogy has been raced unflaggingly under three different racing rules: CCA, IOR, and PHRF. Probably her most difficult years were competing under IOR, but Wayland stuck with her. The long-term success of Wayland and his beloved *Trilogy* is irrefutable and, from the enthusiasm expressed by her crew, I think we can expect to see her record extended in the years to come.

By coincidence, one of my tablemates at the Annual Meeting was Phil Webb, a Flying Scot sailor with whom I crewed several times this past summer and fall. Few will realize that Phil and his Scot #3320 named *Sea Gull* may also possess a similar decade-spanning record on the one-design side of the club.

As an FBYC member, he purchased his Scot in 1979 some 30 years ago and even before a fleet existed here. Phil raced her consistently after fleet status was attained in the early ‘80’s and is proud of the fact that he has won silver in each and every year since. Again, this has got to be some kind of a record on the one-design side in the same boat, and it is also a record which is likely to be embellished in the future.

Yes, Virginia, there is mid-week racing in Deltaville

Some while ago, there were attempts to institute weekday races at FBYC, one a Friday evening series in MORC yachts and the other in Lasers, either on a Wednesday or a Thursday afternoon. These efforts were short-lived due primarily to the considerable time and distance issues faced by Richmond residents who were the potential competitors.

But now we have the ‘Race-evous,’ a Thursday evening race for craft ranging from 19’ Cape Dory Typhoon to an occasional showing of a 50’ Pearson ketch...even a catamaran. The races have been sponsored by the Wilton Creek Cruising Club for the past two years. The race course is generally a +/- 3.5 mile triangular shaped course starting at Green No. 15 (above Horse Point) extending down river to set marks and return to Green No. 15. The races start at 5 pm and are usually completed in about 1 hour followed by a social gathering at the Coves Clubhouse on Wilton Creek or a nearby residence where the winning boat customarily presents the rest of the fleet with a pizza, no silver is awarded. Detailed results based on PHRF are distributed by email as are notices about each upcoming race.

According to Stan Coloff, the prime mover of this event and a full-time resident on Wilton Creek, “My basic goal

remains to provide a low-key racing venue whereby sailors can enjoy a few hours of casual racing during the week and introduce cruisers to racing in a non-threatening environment and give them a reason to get out on the water.”

“We are completing our 2nd year. Last year we had 17 races from mid-May to late October with 18 different boats participating. This year Thursday thunderstorms took a toll...We’ve had 11 races with a total of 21 different boats participating over the course of the season. Typical turn-out ranges from 5-8 boats.”

“I would like to have more boats participate in our Thursday evening racing. My only concern is to maintain the laid-back nature of our racing venue...friendly non- aggressive, no stringent application of rules, no protest committee etc. As this informal racing expands hopefully, I hope to recruit some help in running the races...particularly volunteer committee boat(s) that would rotate from week to week.”

2010 season will get underway late April or early May...so, if you are interested and have the time and inclination to participate in these “racing for non-racers” low impact’ racing events, contact Stan at stan@stan.coloff.name to request a spot on his distribution list.

~(),~



Fishing Bay Harbor Marina

DELTAVILLE, VIRGINIA

Present your FBYC membership card and receive the following:

- .10 off per gallon for Valvetect non-ethanol Marine Unleaded Fuel*
- .10 off per gallon for Valvetect Marine Diesel Fuel*
- 10% off any Store Items*
- 10% off Slip Fees*
- 10% off Storage Units*
- 10% off Trailer and Dry Boat Storage*
- Free Pump Out*

Visit our web site at Fishingbay.com or 804-776-6800 for additional information.

REVISED DONOR PLAQUE PROPOSED

By

Jere Dennison, Club Historian

At the Annual Meeting, a prototype version of the revised Clubhouse Donor Plaque was unveiled. Nearby is a print version of the proposed plaque which will be struck in metal and mounted in the clubhouse early next year.

The plaque is intended to honor the many member benefactors and several non-member benefactors who contributed to the building fund making possible our new clubhouse that opened in 2002. Belatedly it also fulfills a promise made during our fundraising campaign.

Most of you have been made aware of the problems associated with the initial version of the metal plaque produced this past summer. In short, we screwed up by mistakenly omitting a significant number of individuals entitled to be represented.

We believe that the current version of the plaque rectifies the failures inherent in first plaque. But, to leave no stone unturned, we ask everyone who participated in our fundraising program to carefully review the proposed plaque and report any errors, inaccuracies, and omissions by December 31 to Jere Dennison at 804.398.0165 or, preferably, jerepaula@verizon.net.

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FALL CLEAN-UP WRAP-UP

On Saturday, November 21, a group of 29 members, 3 applicants currently in circulation, 1 non-member and 3 children gathered at the club and accomplished an amazing amount of work, cleaning up, sprucing up and readying the club for the winter months. In addition to the usual raking and hauling of leaves and pine needles, shrubs and trees were trimmed, beds were cleaned out and ornamental grasses were cut back. The tent beside the main clubhouse was taken down and folded so that it can be transported to Latell Sails for some needed repairs. A pile of spare treated lumber was moved from the grass next to the barn to the attic of the barn for storage.

Also, a timber at the recently renovated grass ramp, that washed away during the November Nor'easter, was replaced, drilled and spiked in order to secure it, as were a couple of the timbers that form the "rumble strip" at the entrance to the easternmost parking loop. The boards were reinstalled on the fence at the Richardson property. They had been removed to facilitate some tree removal and undergrowth clean up on the Richardson property. The potted plants at the pool pavilion were moved to Fannie's House and a damaged board at the westernmost entrance to the lot in front of the main clubhouse was replaced. Dirt was spread to help smooth the transition from grass to border at the new one design boat parking area and the hoses in the one design area were collected, drained and stored. And finally, some large branches that washed into the dock area during the Nor'easter were pulled out of the water, cut and transported to the burn pile.

To everyone who came out and helped, my most sincere thanks. You can all be proud of a job very well done.

Mike Dale
2009 Grounds Chair



In Grateful Recognition of the Donors to the Fishing Bay Yacht Club Building Fund 2000 - 2002

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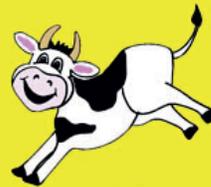
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For Sale (2 boats): 18ft. Hobie Cat. Trailer included. \$2,650.00. For Sale: Byte Sailboat. Great shape! \$1,750.00. Call Arthur Wilton 776-7211 cell 804-815-9233.

For Sale: Oracle. '88 Dehler 34. Beautiful boat, ready to race or cruise. Roller furling jib, full battened main, spinnakers, blooper. \$28M Call June or David Hazlehurst, 804-353-5657

For Sale: \$10k worth of J24 sails for only \$5k, plus receive a free boat! Sails and boat are in great condition. Contact Keith at 804-514-4397 or keith@deltavilleboatyard.com

For Sale: 1981 Beneteau First

33 "Sur Le Vent" Racer/Cruiser. 15 HP Yanmar diesel. Navman Instruments. Propane stove. Interior, electrical system, and portlights renovated within last 4 years. New prop, prop shaft, and strut in '07. Awlgrip on hull. Set of 6 sails plus spinnaker and pole. Many extras. \$21,800 OBO. Call Paul 804-683-9647 or pauld-becker@verizon.net

For Sale: 1982 Columbia 8.3 "Free Enterprise" owner seeks a member to buy 1/2 share in partnership in the boat. 27 ft. sloop on the W. Pier. Roomiest 27 ft. boat around cruise air. Asking \$5,000. Call Eliot Norman 804-721-7851.

For Sale: J24. 1984. Racing and cruising sails. \$6,500. Contact Corell Moore, 804-282-5916 or corellm@verizon.net

For Sale: LIFESLING 2 man overboard system. Brand New. Box never opened. Sells for \$109.99 at West Marine. Yours for \$95.00. Contact: Larry Cohen 804-694-7746

Vacation Rental - Porpoise Cove-3 bedroom home for rent. Two piers, ramp and boathouse. Rates available for nightly, weekend, weekly or monthly rental. Call Ken Odell 804-241-6080 for availability and prices.

For Rent: Waterfront townhouse condo, with 3 BR and 2.5 Baths, in Jackson Creek Harbor, fully equipped, sleeps 8, \$1050 per wk., \$3150 per mo., including utilities, plus \$85 cleaning fee, avail. May to September. Contact Noel Clinard 804 788 8594 or nclinard@hunton.com

For Sale: The infamous Hot Tub is back on the market! Very good condition. New sail. Mahogany center board and rudder. Fiberglass bulkheads holding flotation tubes; Rigging tube included in the price. \$1000 Missy Pektor 610-4423007

For Sale: Nissan 9.8 hp two stroke outboard. Runs smooth. Starts easily. Very good condition. See in Deltaville. \$600. Den Roberts (913) 226-6901 cell.

For Sale: 12 gal fuel tank. This is a red plastic fuel tank already fitted with a return fixture for diesel. Sells at West Marine for \$100 my price is \$45. I used it for 3 years while my main tank was down. In excellent shape. Contact: George Anderson 804-353-8573

The Deltaville Maritime Museum is seeking boat and car donations. All proceeds benefit museum and park programs and future development. Call Bob Kates 804-776-7200.

For Sale: Join the biggest/best one design fleet in the world, J-105. Blade Runner is in good condition, with a very competitive racing record and sail inventory that is ready to win. Can be raced with 4 and pleasure sailed with only 2, even with the spinnaker. (105k) Call Brad 213-0052/ Brunner105@aol.com

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